

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

NR Eligible: yes
no

Property Name: 843 National Highway Inventory Number: AL-V-B-004

Address: 843 National Highway City: LaVale Zip Code: 21502

County: Allegany USGS Topographic Map: Cumberland Quadrangle

Owner: Unknown

Tax Parcel Number: Tax Map Number: Tax Account ID Number:

Project: LaVale Cellular Tower Site Agency: FCC

Site visit by MHT Staff: X no yes Name: N/A Date: N/A

Eligibility recommended X Eligibility not recommended

Criteria: A B X C D Considerations: A B C D E F G None

Is the property located within a historic district? no X yes Name of district: LaVale Potential NR Eligible Dist.

Is district listed? X no yes Determined eligible? no X yes District Inventory Number: Unknown

Documentation on the property/district is presented in: Maryland Inventory of Historic Places

Description of Property and Eligibility Determination: *(Use continuation sheet if necessary and attach map and photo)*

Description of Property

A Maryland Historical Trust Survey form was prepared for this property in 1975. It is a two story, three bay brick dwelling located on the north side of US Route 40. It has a one story shed extension at the rear, with a later addition after 1975 attached to it. The brick masonry of the front elevation is laid in common bond. Windows have six over six panes within narrow frames. Brick chimneys within the end walls are finished with corbelled tops. Since 1975, new semi-elliptical entrance trim has been added around the front door. A two-story frame garage is located just west of the house. The building is now used as an office.

Eligibility Determination

The house appears to date from the mid 19th century. The use of common bond brickwork at the front elevation indicates construction after 1840. Although altered, the essential character, materials and form of the house remain intact. Dating from ca. 1850, the house is representative of construction the portion of the National Pike that was relocated from its original route to a new path through The Narrows in the 1830s. The property is located within one of the areas identified as a potential National Register eligible Historic District for LaVale in 1986 (map attached). Therefore, this house is considered to be eligible within a potential LaVale Historic District under National Register Criterion C as an example of mid 19th century architecture associated with the National Road.

MARYLAND HISTORICAL TRUST REVIEW		<i>RESOURCE WITHIN LAVALE NR-ELIGIBLE HD</i>	
Eligibility recommended <u>X</u>	AS A CONTRIBUTING	Eligibility not recommended <u> </u>	
Criteria: <u>X</u> A <u> </u> B <u>X</u> C <u> </u> D	Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None		
Comments: <i>REPLACEMENT WINDOWS & NEW DOORS SURROUND A SHED ROOF PORCH NOW ENCLOSED. ELIGIBLE ONLY AS A CONTRIBUTING ELEMENT TO LAVALE DISTRICT.</i>			
Reviewer, Office of Preservation Services <i>[Signature]</i>		<i>4/17/2007</i>	Date
Reviewer, NR program		<i>4/17/07</i>	Date

ML-V-B-004

**MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM**

Continuation Sheet No. 1

Historic Context

The seemingly forbidding mountainous region of western Maryland was opened for settlement by the proprietary of Maryland in 1734. The lure of iron ore, wood, agricultural land and later, coal, as well as access to the western lands beyond the mountain ranges, fueled the settlement of the region through the 18th and 19th centuries.

Agriculture in the rugged mountainous area later known as Allegany County was concentrated primarily in the bottomland along the many small streams. As in neighboring Washington County, grain farming, with the consequent development of grist and flourmills, was the primary focus of production on these farms. Also important was logging and lumber production in the wooded mountainous terrain. The agricultural prosperity of the region led to its being served by important transportation routes, a good system of turnpikes, the National Road, C&O Canal and the B&O and Western Maryland railroads.

In 1806 the Thomas Jefferson administration began the construction of a federal highway that would lead to the newly acquired Louisiana Purchase lands comprising most of the central portion of the United States. The "National Road" began in Cumberland, Maryland and led to Wheeling in Virginia (West Virginia) and later on to Terre Haute, Indiana. It followed the old Braddock Road, a rough wagon track established by explorers and traders, and traveled by General Braddock in 1754.

The main wagon road from Baltimore to Cumberland, a collection of privately owned and operated turnpike segments, was eventually upgraded and consolidated to become part of the National Road. The National Road became one of the most heavily traveled east-west routes in America with traffic passing all hours of the day and night. Stagecoaches, freight wagons, herds of swine, geese and cattle headed to market, plus individual traffic passed along the pike. Taverns, inns and hotels were an important part of the travel-generated economy. Also important were blacksmith shops, wagon shops, and leather and harness shops.

In 1831, management of the National Road was turned over by the Federal government to the states. To mitigate the cost of maintenance, the Maryland legislature authorized two tollgates along the road which had, up until that time, been free.¹ The distinctive octagon-shaped tollhouse was erected approximately seven miles west of Cumberland.

By the 1830s, the constant heavy traffic on the National Road had caused considerable damage to the road surface. The decision was made to macadamize the surface. At the same time, the section of the road leading out of Cumberland west was re-routed off the old Braddock road, by way of Mechanic Street through 'The Narrows' north of Haystack Mountain. Continuing along the narrow valley on the west side of the mountain, the new route reconnected with the original road near the tavern known as the Six Mile House.² One mile east of the old tavern, a new tavern was established on the new section, known as the Five Mile House. The new route allowed a substantially reduced grade through the Haystack Mountain area and was soon followed by the Baltimore & Ohio Railroad.

The traffic on the pike waned after the mid 19th century when good rail service was established to Cumberland and competition developed from the C&O Canal. Writing in 1882, J. Thomas Scharf described the road as dusty and untraveled.³ Activity on the road did not pick up again until the early 20th century when the advent of the automobile once again increased traffic. US Route 40, the Old National Road, became a major transcontinental route by the 1920s.

Cumberland at the turn of the 20th century was at its height. The network of railroads radiating from Cumberland which had begun to take shape in the 1840s and 1850s, along with the development of the C&O Canal, stimulated the mining boom of coal and iron ore in the second half of the 19th century in western Maryland.⁴ In 1914, National Road traveler Robert

¹ Scharf, p. 1332.

² Ibid.

³ Ibid, p. 1333.

⁴ Donna M. Ware. *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991, p. 22-28.

MARYLAND HISTORICAL TRUST
NR-ELIBILITY REVIEW FORM

MD-13-004

Continuation Sheet No. 2

Bruce described the city as the second largest in Maryland at a population of 23,000, second only to Baltimore.⁵ The well-developed network of roads and rails enhanced suburban growth around the city.

Local real estate entrepreneur, David P. Miller, took advantage of both road and rail and the narrow valley just west of 'The Narrows'.⁶ In 1909, Miller purchased a piece of land along the National Road near the Five Mile House tavern; he named the half-mile long section "La Vale," according to local historians.⁷ Tourist postcards from 1910 and 1912 showed substantial American Four Square single-family houses with elegant Colonial Revival porches lining the National Road frontage; the postcards were titled "La Vale, Suburb, Cumberland, Md."⁸ As the importance of the old National Road (US Route 40) grew in the 1920s and '30s as a tourism route, LaVale continued to grow with the addition of Bungalow style houses.

At the same time, the importance of agricultural production, particularly grains, began to wane in western Maryland. The very railroads which drove the growth of the mining industry, also allowed the development of agriculture in the mid-western states. The family farms of Allegany County converted to orchard or dairy production, or more commonly, survived as subsistence farms.

Despite the resurgence of the National Road experienced in the first half of the 20th century with the growing dominance of the automobile, continued growth of traffic and the needs of the trucking industry proved to be the ultimate downfall of the route. Improvements to Route 40 included a by-pass of the Narrows and LaVale. Now Interstate Route 68 parallels the old National Road, carrying the bulk of the east-west traffic.

Bibliography

Bruce, Robert. "The National Road," (National Highway Association, 1916), as reproduced on <http://www.rootswest.com/~mdallegn/national.htm>, 2001.

Feldstein, Albert L., *Feldstein's Historic Postcard Album of Allegany County*, Cumberland, MD: Commercial Press Printing Co., 1983.

Reed, Paula S., "Final Report, Historic Property Evaluations, Washington, Allegany and Garrett Counties, Maryland," March 7, 2000 (Revised July 11, 2000).

Schwartz, Lee G., Albert L. Feldstein, and Joan H. Baldwin, *A Pictorial History, Allegany County*, Virginia Beach, VA: Donning, 1980.

Ware, Donna M., *Green Glades and Sooty Gob Piles*, Crownsville: Maryland Historical Trust, 1991.

Williams, T.J.C., *History of Allegany County*, (1923); reprint, Baltimore: Regional Publishing Co., 1969.

Prepared by: Paula S. Reed, Ph.D.

Date Prepared Feb., 2001

⁵ Robert Bruce, "The National Road," (National Highway Association, 1916; as reproduced on <http://www.rootswest.com/~mdallegn/national.htm>, 2001)

⁶ T.J.C. Williams, *History of Allegany County*, (1923; reprint, Baltimore: Regional Publishing Co., 1969), p. 995.

⁷ Lee G. Schwartz, Albert L. Feldstein, and Hoan H. Baldwin, *A Pictorial History, Allegany County*, (Virginia Beach, VA: Donning, 1980), p. 57.

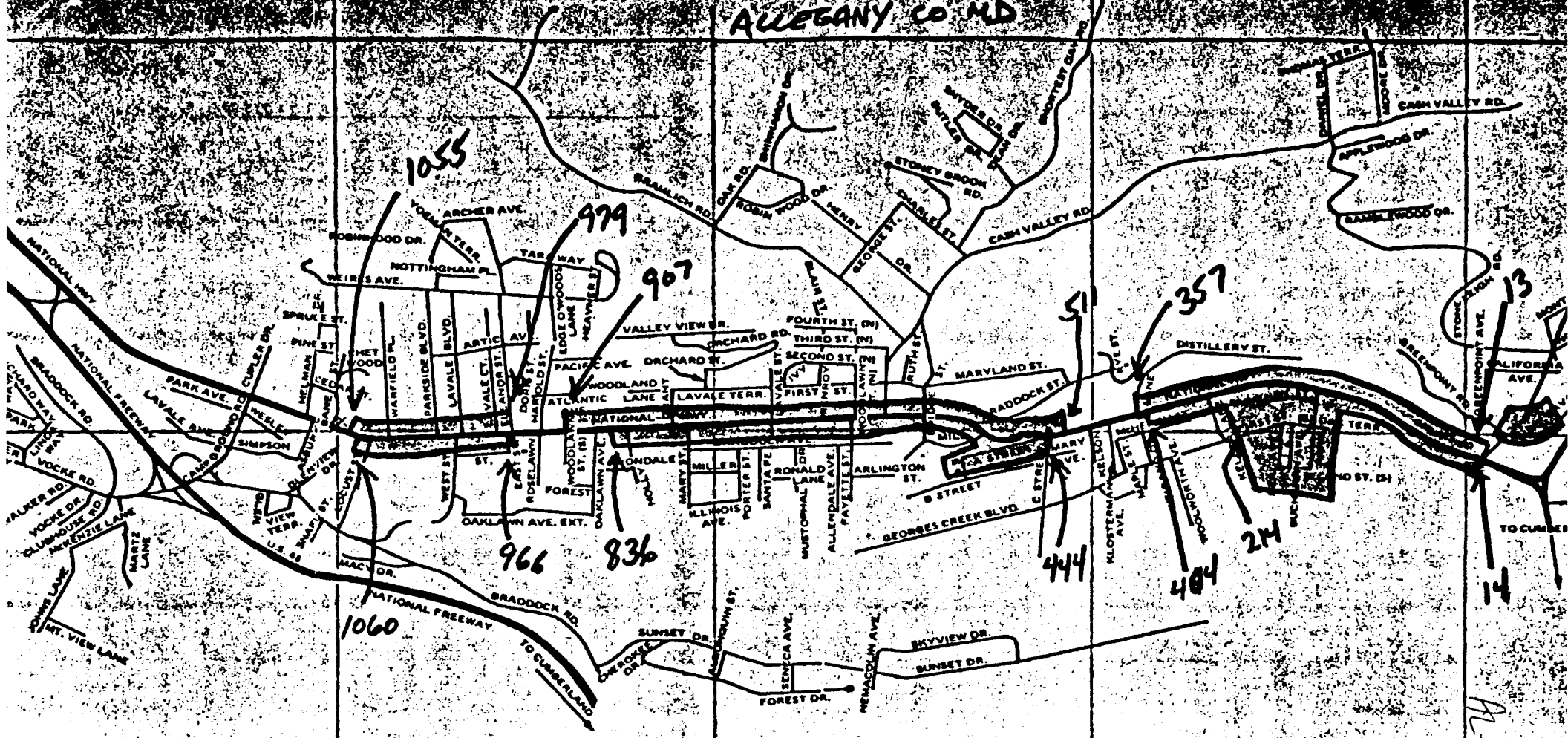
⁸ Albert L. Feldstein, *Feldstein's Historic Postcard Album of Allegany County*, (Cumberland, MD: Commercial Press Printing Co., 1983), p. 56.

POTENTIAL NR ELIGIBLE
HISTORIC DISTRICT
OUTBOUND 5/1/96 GSA+AH

LAVALE

Map furnished by LAVALE CDP Improvement Association

ALLEGANY CO. MD



A AVE.
A STREET
ALBION ST.
ALLENDALE AVE.
APPLEWOOD DR.
ARCHER AVE.
ARLINGTON ST.
ARTIC AVE.
ASSURAY AVE.
ATLANTIC AVE.
AVONDALE AVE.
B AVE.

D STREET
DANIEL DR.
DEAL AVE.
DEAN DR.
DISTILLERY ST.
DORIS ST.
EAST ST.
EDGE OF WOODS LANE
ELEANOR ST.
FAYETTE ST.
FIRST ST. (N)

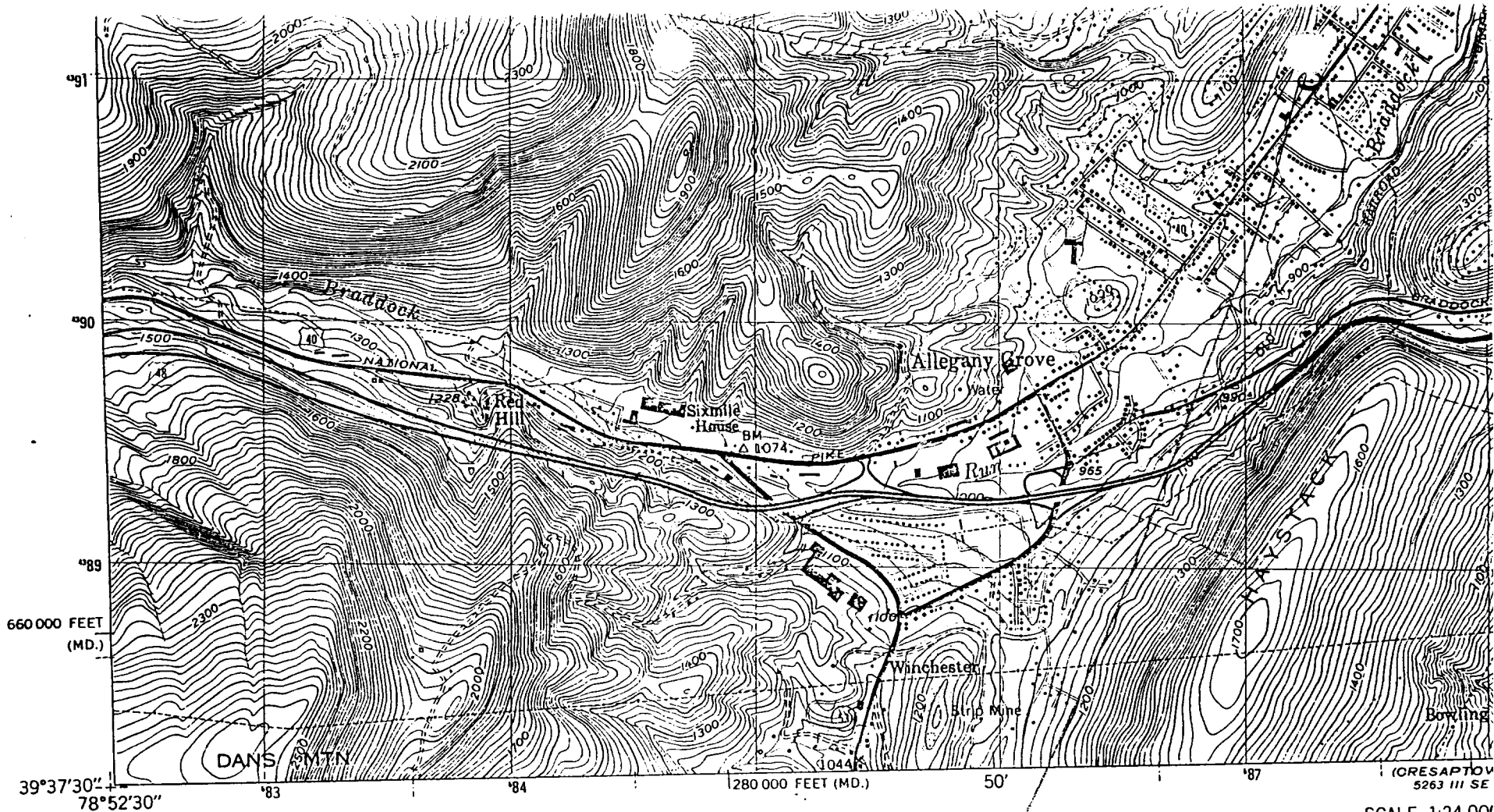
ILLINOIS AVE.
IVY ST.
JOHN LANE
KANSAS AVE.
KELLER LANE
KELSON DR.
KLOSTERMAN AVE.
LANE AVE.
LAVALA AVE.
LAVALA BLVD.

NATIONAL FREEWAY
NEMACOLIN AVE.
NEW YORK AVE.
NOTTINGHAM PL.
OAK RD.
OAK RD.
OAK TERR.
OAKLAWN AVE.
OAKLAWN AVE. EXT.
OLD ROUTE 33
ORCHARD RD.
ORCHARD ST.

SANTA FE ST.
SECOND ST. (N)
SECOND ST. (S)
SENECA AVE.
SHINNAMON DR.
SHORTEST DAY RD.
SIMPSON AVE.
SKYVIEW DR.
SNAPU ST.
SNYDER DR.
SOBIL AVE.
SPRUCE ST.
STONELEIGH RD.
STONE BROOK RD.

TO CUMBER

AL-V-145-0014



(LONACONING)
5263 III SW

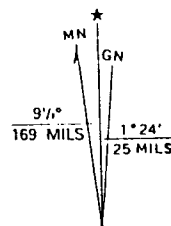
Produced by the United States Geological Survey
Topography compiled 1947. Planimetry derived from imagery taken 1977 and other sources. Photoinspected using imagery taken 1993; no major culture or drainage changes observed. Survey control current as of 1949. Boundaries, other than corporate, revised 1999

North American Datum of 1927 (NAD 27)
Projection: Maryland coordinate system
(Lambert conformal conic)
10 000-foot ticks: Maryland coordinate system, Pennsylvania coordinate system, south zone and West Virginia coordinate system, north zone
1000-meter Universal Transverse Mercator grid, zone 17

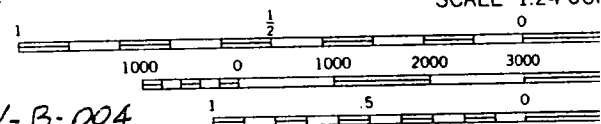
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

There may be private inholdings within the boundaries of the National or State reservations shown on this map

Information shown in purple may not meet USGS content standards and may conflict with previously mapped contours



UTM GRID AND 1999 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



AL-V-B-004

343 National Highway
Lavale, MD

CONTOUR INTERVAL:
NATIONAL GEODETIC VERTICAL
TO CONVERT FROM FEET TO METERS,

CUMBERLAND QUADRANGLE
LAVALE CELLULAR TOWER PROJECT
ALLEGANY CO., MD

THIS MAP COMPLIES WITH NATIONAL MAP
FOR SALE BY U.S. GEOLOGICAL SURVEY, P.O. BOX
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND S'



104-V.B-004

843 National Highway

Locale, Allegany Co MD

2/01

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

Processing by
Kodak
FEB. 2001 G

Photo by P. Red, Keith Kodak Assoc. Inc.
Hagerstown MD

NW View

#1 of 1

MARYLAND HISTORICAL TRUST WORKSHEET

NOMINATION FORM
for the
NATIONAL REGISTER OF HISTORIC PLACES, NATIONAL PARKS SERVICE

SEE INSTRUCTIONS

1. NAME				
COMMON: 843 National Highway				
AND/OR HISTORIC:				
2. LOCATION				
STREET AND NUMBER: 843 National Highway (U.S. Route 40)				
CITY OR TOWN: LaVale				
STATE Maryland		COUNTY: Allegany		
3. CLASSIFICATION				
CATEGORY (Check One)	OWNERSHIP		STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both		<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input type="checkbox"/> Unrestricted <input checked="" type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)				
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) _____	<input type="checkbox"/> Comments _____
4. OWNER OF PROPERTY				
OWNER'S NAME: Martha R. & Arthur R. Lazarus				
STREET AND NUMBER: 114 S. Lee Street				
CITY OR TOWN: Cumberland		STATE: Maryland		
5. LOCATION OF LEGAL DESCRIPTION				
COURTHOUSE, REGISTRY OF DEEDS, ETC.: Allegany County Courthouse				
STREET AND NUMBER: 30 Washington Street				
CITY OR TOWN: Cumberland		STATE: Maryland		
Title Reference of Current Deed (Book & Pg. #): 443-522				
6. REPRESENTATION IN EXISTING SURVEYS				
TITLE OF SURVEY:				
DATE OF SURVEY: <input type="checkbox"/> Federal <input type="checkbox"/> State <input type="checkbox"/> County <input type="checkbox"/> Local				
DEPOSITORY FOR SURVEY RECORDS:				
STREET AND NUMBER:				
CITY OR TOWN:		STATE:		

AL-V-B-004

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved			
	<input checked="" type="checkbox"/> Original Site					

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

843 National Highway in LaVale, Allegany County stands on the north side of the road (U.S. Route 40).

The house is a mid nineteenth century brick structure of two and a half stories with a stone foundation, a low gable roof with internal end chimneys, and a symmetrical facade of three bays with a center doorway. The brick is heavily coated with paint. The windows of the principal facade (south side) have double-hung wooden sashes with six-over-six lights. A small masonry porch with an iron balustrade projects out from the entrance.

The house is structurally sound and is basically unaltered from its original appearance.

SEE INSTRUCTIONS

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8. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) mid

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Phi- | <input type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> losophy | _____ |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Science | _____ |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape | <input type="checkbox"/> Sculpture | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Architecture | <input type="checkbox"/> Social/Human- | _____ |
| <input type="checkbox"/> Commerce | <input type="checkbox"/> Literature | <input type="checkbox"/> itarian | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Military | <input type="checkbox"/> Theater | _____ |
| <input type="checkbox"/> Conservation | <input type="checkbox"/> Music | <input type="checkbox"/> Transportation | _____ |

STATEMENT OF SIGNIFICANCE

843 National Highway is probably one of the earliest structures remaining along the National Road, U.S. Route 40, in LaVale. Although the exact date of construction is not known, the stylistic features indicate the mid nineteenth century. Houses similar in design were being built in Cumberland in the 1840s and 1850s.

SEE INSTRUCTIONS

AL-V-B-004

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Allegany County Land Records, Courthouse, Cumberland, Maryland.

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY				O R	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES				
CORNER	LATITUDE				LONGITUDE				
	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds	Degrees	Minutes	Seconds
NW	°	'	"	°	'	"	°	'	"
NE	°	'	"	°	'	"	°	'	"
SE	°	'	"	°	'	"	°	'	"
SW	°	'	"	°	'	"	°	'	"

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

Acreage Justification:

The property measures approximately 58' x 390'.

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:

Ronald L. Andrews, Historic Site Survey

ORGANIZATION

Tri-County Council for Western Maryland, Inc.

DATE

6/9/75

STREET AND NUMBER:

Algonquin Motor Inn, Suite 510

CITY OR TOWN:

Cumberland

STATE

Maryland

12. State Liaison Officer Review: (Office Use Only)

Significance of this property is:

National ☐ State ☐ Local ☐

Signature



House
843 National Highway
La Vale
Allegany Co., Md.
S E view
May, 1975

RONALD L. ANDREWS

AJ- V- 004